

TRANSPORTATION PROJECTS COMMISSION

U.S. HIGHWAY 12 BYPASS PROJECT

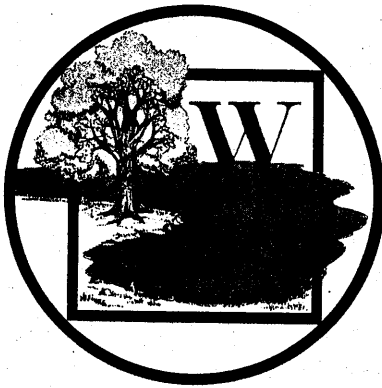
TESTIMONY

JULY 1990

REPRESENTATIVE DAVID BRANDEMUEHL

WHITEWATER
HIGHWAY 12 BYPASS
TESTIMONY

1. David Foster Whitewater Economic Development Director
2. Ben Coopman Walworth County Highway Commissioner
3. Paul Webber Whitewater City Manager
4. Jim Freer Assistant Chancellor, UW-Whitewater
5. Ken Loehndorf Chair, Town of Whitewater
6. Dale Maas Chair, Chamber of Commerce Retail Committee
Chair, Whitewater Downtown Revitalization
Committee
7. Carol Cartwright Chair, Whitewater Landmarks Commission
8. Rick Martin Palmyra Community Development Authority
9. Jim Caldwell Chair, Whitewater Community Development
Authority
President, First Citizens State Bank
10. Jim Schumacher President, Whitewater City Council



**WHITEWATER COMMUNITY
DEVELOPMENT AUTHORITY**

131 W. Center Street
Whitewater, Wisconsin 53190

Telephone 473-7035 (Area Code 414)

**TESTIMONY TO THE TRANSPORTATION PROJECTS COMMISSION
IN SUPPORT OF A HIGHWAY 12 BYPASS IN WHITEWATER**

My name is David Foster. I am the Economic Development Director for Whitewater, Wisconsin. Our Community Development Authority and the Whitewater Chamber of Commerce asked me to appear before you this morning to present some facts which will, hopefully, encourage you to enumerate the U.S. Highway 12 Bypass around Whitewater.

With me today are several speakers representing the City, the University of Wisconsin-Whitewater, Walworth County, our immediate surrounding townships, our downtown merchants, the Chamber of Commerce, city government, our Landmarks Commission, and the commercial and industrial sectors of our economy. We have also prepared a handout which includes resolutions and letters of support from several dozen groups and individuals and a second handout containing the oral presentations that you will hear this morning.

A traffic study of U.S. Highway 12 within the City of Whitewater was completed by Southeastern Wisconsin Regional Planning Commission in 1987. This study concluded that Highway 12 in Whitewater was over capacity in terms of traffic and recommended that a bypass be constructed around the community and that the current Highway 12 be improved to increase traffic flow.

Over the last several years the City of Whitewater has taken several steps to improve its job creation capacity. These include hiring a full-time Director of Economic Development, building a fully developed business and industrial park at substantial cost, developing a 70 lot subdivision for new housing opportunities and completely renovating the public infrastructure in the core of the central business district.

All of this preparation has occurred in a City that has extremely high distress scores as computed by the State Department of Development and the Federal Urban Development Action Grant Program. In spite of a high level of economic distress and poor access via Highway 12, Whitewater has seen the creation of over 300,000 square feet of new industrial and commercial buildings in the last several years. A study recently

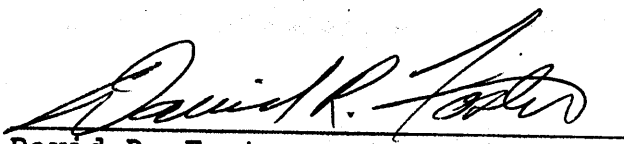
completed by Wisconsin Bell indicates that existing industries in Whitewater are anticipating a 54% growth rate in new jobs over the next five years. According to the U.S. Chamber of Commerce, this means public services for 380 new homes, 751 new citizens, and 26 new retail establishments. It also implies an increase of \$5,580,000 in retail sales.

While the City of Whitewater has demonstrated the political will to prepare and promote its attractiveness to new business and to increase its competitiveness for existing businesses, the issue of access and egress to Whitewater via Highway 12 remains a chronic problem. At my office we see a steady stream of complaints from prospective new industry regarding the poor condition and carrying capacity of Highway 12, especially from our major market in the Chicago area. In the last twelve months (as of June 30, 1990) we have had four potential industrial clients who, based on our available labor market, wanted to come to Whitewater but decided against a Wisconsin location after traveling on Highway 12. A Highway 12 Bypass would clearly help to promote Wisconsin's economy by increasing the ability of Whitewater to attract new industrial jobs.

The Highway 12 Bypass is on a designated connector road according to the Corridors 2020 Plan.

We consider Whitewater to be one of Wisconsin's greatest opportunities for economic growth. We serve as a trade center for the University of Wisconsin-Whitewater, a growing industrial base within Wisconsin, and as a trade center for tourism. These factors coupled with the intense commitment to economic development on the part of community and area leaders, hopefully, will convince the Transportation Projects Commission to enumerate the Highway 12 Bypass Project.

Thank you for the opportunity to have input into this process. We in Whitewater are enthused about the prospect of having a bypass around the City and appreciate the opportunity to address this critical issue.



David R. Foster
Economic Development Director

Walworth County Highway Department

Benjamin J. Coopman, Jr., P.E.

Route 3, Box 285A

ELKHORN, WISCONSIN 53121

414-741-3114

USH 12, WHITEWATER BYPASS

REMARKS TO MAJOR TRANSPORTATION PROJECTS COMMISSION

Good morning. I am Ben Coopman, Walworth County Highway Commissioner. My comments are in support of the USH 12 Bypass of the City of Whitewater.

This project has local, regional and statewide significance. Walworth County has increasingly become both a national destination and travel corridor of Wisconsin's tourism industry. As the Chicago metropolitan area sprawls north and westward, USH 12 becomes a major route through our region.

This asset has been identified and enumerated as a Connector on the Corridors 2020 Network. USH 12 truly serves the primary purpose of linking economic and tourism centers to the Corridors 2020 Backbone System. In fact, as Walworth County continues to explode with development, utilization of USH 12 increases.

Through the central part of the City of Whitewater, congestion on USH 12 often reduces the flow, and therefore the function of the route as a connector. A significant number of through vehicles could be eliminated in the downtown by this proposed bypass. As traffic warrants, this bypass would serve as a vital link in an efficient Connector system in the Corridors 2020.

The County of Walworth feels this project is very important. Our County Board Resolution of Support is included in the documentation you received for these hearings.

We appreciate the opportunity to present our input to the Major Transportation Projects Commission. Respectfully, we request this Commission enumerate the USH 12, Whitewater Bypass at this time.

Thank you.

Benjamin J. Coopman, Jr.

CITY OF WHITEWATER
CITY MANAGER'S PRESENTATION TO THE
TRANSPORTATION PROJECTS COMMISSION
JULY 19, 1990

1. INTRODUCTION.

GOOD MORNING. MY NAME IS PAUL WEBBER, CITY MANAGER, OF WHITEWATER.

TO APPRECIATE THE NEED FOR THE BYPASS YOU HAVE TO UNDERSTAND THE CHARACTER OF US HIGHWAY 12 AS IT NOW EXISTS IN THE CITY OF WHITEWATER. IT IS A 3.3 MILE, TWO-LANE HIGHWAY PRIMARILY ON A 66 FOOT RIGHT-OF-WAY. IT DIVIDES THE CITY IN HALF. FROM OUR EASTERLY CITY LIMITS, IT GOES THROUGH A COMMERCIAL AREA, THEN THROUGH OUR CENTRAL BUSINESS DISTRICT, THEN THROUGH A RESIDENTIAL HISTORICAL DISTRICT, THEN ACROSS THE SOUTHERN BOUNDARY OF THE UNIVERSITY OF WISCONSIN-WHITEWATER AND EXITS ON THE WESTERN END THROUGH ANOTHER COMMERCIAL DISTRICT. ON SHORT SEGMENTS IT IS ALSO PART OF THE STATE TRUNK HIGHWAYS 59 AND 89. IT IS, IN A SENSE, THE ARTERY OF OUR CITY, AND IT IS SUFFERING FROM ARTERIAL SCLEROSIS. MY ROLE TODAY IS TO BRIEF YOU ON TWO ISSUES IN SUPPORT OF THE NEED FOR A BYPASS AROUND WHITEWATER - SAFETY AND TRAFFIC VOLUME.

2. SAFETY

A RECORD OF ACCIDENTS OCCURRING ON HIGHWAY 12 IN THE CITY OF WHITEWATER IS SUMMARIZED IN AN ENCLOSURE TO THIS BRIEFING. THE CITY HAS AVERAGED 112 ACCIDENTS PER YEAR ALONG THIS HIGHWAY OVER THE PAST 5 YEARS. IT IS STATISTICALLY SIGNIFICANT TO NOTE THAT OVER 30 PERCENT OF ALL TRAFFIC ACCIDENTS IN THE CITY OCCUR ALONG US HIGHWAY 12. THIS CONDITION IS EASILY UNDERSTOOD BY THOSE OF US WHO ARE FAMILIAR WITH THE TRAFFIC ALONG THIS ROUTE.

MOST SIGNIFICANT IS THE IMPACT OF UNIVERSITY TRAFFIC. THE ENTIRE SOUTHERN BOUNDARY OF THE UNIVERSITY CAMPUS BORDERS THIS HIGHWAY ABOUT MIDWAY BETWEEN THE EASTERLY AND WESTERLY LIMITS OF THE CITY. WITH A STUDENT POPULATION OF ABOUT 10,000, AND A STAFF AND FACULTY OF ABOUT 1,000, THE HIGHWAY CANNOT SAFELY ACCOMMODATE THE HEAVY DEMAND PLACED ON IT BY THE UNIVERSITY. THE CONFLICT POINTS AT INTERSECTIONS ARE MANY. FOR EXAMPLE, THERE 37 STREET INTERSECTIONS AND 160 DRIVEWAYS INTERSECTING THIS HIGHWAY AS IT TRAVERSES THE CITY. THAT CALCULATES TO AN EXIT AND ENTRANCE, ON THE AVERAGE, EVERY 110 FEET.

COMPOUNDING THE HAZARDS OF TRAVELING ALONG THIS HIGHWAY IS THE PLIGHT OF PEDESTRIANS TRYING TO CROSS 60 FEET OF STREET WIDTH IN THE CENTRAL BUSINESS DISTRICT. A SURVEY CONDUCTED BY THE SOUTH-EASTERN WISCONSIN REGIONAL PLANNING COMMISSION, OF PEDESTRIANS CROSSING THIS HIGHWAY IN THE CENTRAL BUSINESS DISTRICT, DURING THE 4:00 P.M. TO 5:00 P.M. "RUSH HOUR", COUNTED 852 PEDESTRIAN CROSSINGS IN A SPACE OF 3 SHORT BLOCKS. IF YOU ARE QUICK AND NIMBLE YOU CAN MAKE IT. IF YOU ARE FRAIL OR HANDICAPPED YOU DON'T DARE TRY. OUR DOWNTOWN MERCHANTS ARE OF THE OPINION THAT THIS HAS A SIGNIFICANT NEGATIVE IMPACT IN THEIR EFFORTS TO ATTRACT SHOPPERS TO THE DOWNTOWN AREA.

3. TRAFFIC VOLUME.

THIS CHART DESCRIBES THE CURRENT AND PROJECTED VOLUMES OF TRAFFIC ON THE WEST MAIN STREET SEGMENT OF US HIGHWAY 12. THE DESIGN CAPACITY OF US HIGHWAY 12 THROUGH THE CITY IS ABOUT 13,000 VEHICLES PER 24-HOUR DAY. YOU CAN NOTE FROM THIS CHART, OR THE

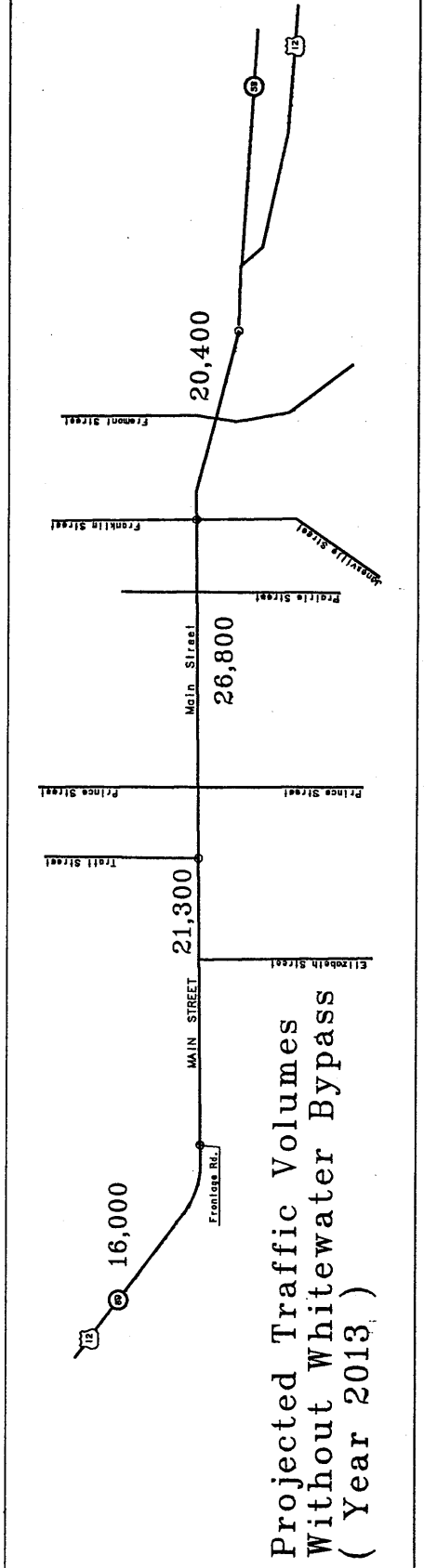
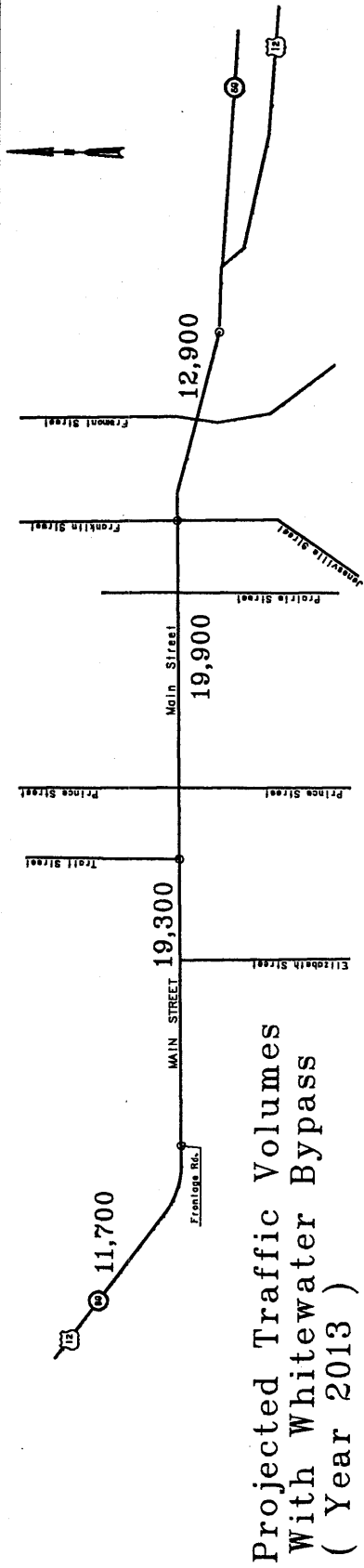
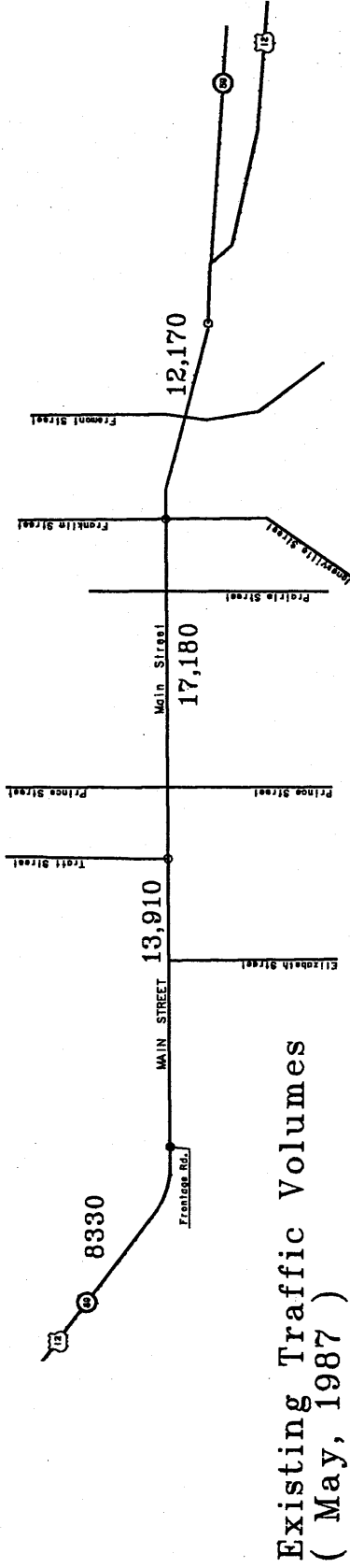
ENCLOSURE TO THIS BRIEFING, THAT TRAFFIC VOLUME, ADJACENT TO THE UNIVERSITY, GREATLY EXCEEDS THIS CAPACITY WITH OVER 17,000 VEHICLES PER 24-HOUR DAY. THIS AMOUNTS TO 30 PERCENT ABOVE DESIGN CAPACITY. THE REST OF THIS CHART SHOWS HOW THESE VOLUMES WILL INCREASE BY THE YEAR 2013. THE CENTER SCHEMATIC SHOWS THE PROJECTED VOLUMES WITH A BYPASS, AND THE LOWER SCHEMATIC SHOWS VOLUMES WITHOUT A BYPASS. YOU WILL NOTE THAT EVEN WITH A BYPASS THE VOLUME WILL SIGNIFICANTLY EXCEED THE DESIGN CAPACITY FOR A TWO-LANE HIGHWAY. THE IMPROVEMENT OF WEST MAIN STREET TO A FOUR-LANE UNDIVIDED HIGHWAY WITH A RIGHT-OF-WAY OF EIGHTY FEET AND A DESIGN CAPACITY OF 21,000 VEHICLES PER DAY IS CURRENTLY IN THE DESIGN STAGE AND IS PROGRAMMED FOR CONSTRUCTION IN 1993. THE DOT'S TRAFFIC ENGINEERS HAVE DETERMINED THAT THIS IMPROVEMENT WILL BE CAPABLE OF HANDLING THE TRAFFIC WITH A BYPASS. HOWEVER, THE VOLUMES THAT ARE PROJECTED TO EXIST WITHOUT A BYPASS WOULD REQUIRE A 100 FOOT RIGHT-OF-WAY FOR A FOUR-LANE DIVIDED HIGHWAY WITH ADDITIONAL TURN LANES FOR A DESIGN CAPACITY OF ABOUT 25,000 VEHICLES PER DAY. THE LOSS OF THIS MUCH FRONTAGE ALONG MAIN STREET WOULD BE CLEARLY UNACCEPTABLE TO ADJACENT PROPERTY OWNERS. IT WOULD BRING THE CURB AND SIDEWALK PRACTICALLY UP TO THE FRONT STEPS OF SOME TURN-OF-THE CENTURY VICTORIAN HOMES. I MIGHT REITERATE THAT A STRETCH OF THIS HIGHWAY GOES THROUGH A HISTORICAL DISTRICT THAT IS ON THE NATIONAL REGISTER. IT WOULD BE UNLIKELY THAT FEDERAL AUTHORITIES WOULD APPROVE FUNDING FOR THE TAKING OF SIGNIFICANT RIGHT-OF-WAY THROUGH THIS DISTRICT.

AS A FINAL NOTE IN THE BRIEFING, IF YOU WERE TO ANALYZE THE COST BENEFIT RATIO OF DOLLARS OF CONSTRUCTION PER UNIT OF TRAFFIC MOVED, THE WHITEWATER PROJECT IS A BARGAIN WHEN COMPARED WITH COMPETING PROJECTS. (RESPOND TO ANY QUESTIONS.)

CITY OF WHITEWATER
ACCIDENTS ON U.S. HIGHWAY 12 FROM EAST CITY LIMITS TO WEST CITY LIMITS

MONTH	1989	1988	1987	1986	1985	MONTHLY TOTAL
JANUARY	5	8	12	4	14	43
FEBRUARY	8	13	6	7	5	39
MARCH	8	8	3	5	8	32
APRIL	10	8	8	3	8	37
MAY	10	5	9	10	13	47
JUNE	9	10	7	4	3	33
JULY	12	12	9	11	7	51
AUGUST	5	8	10	6	4	33
SEPTEMBER	17	19	12	8	12	68
OCTOBER	18	13	23	15	17	86
NOVEMBER	10	5	8	7	6	36
DECEMBER	8	9	14	10	13	54
TOTAL:	120	118	121	90	110	559
YEARLY TOTAL OF ALL ACCIDENTS	408	342	354	333	374	
% OF TOTAL:	29 %	35 %	34 %	27 %	29 %	

West Main Street City Of Whitewater Walworth County, Wisconsin





UNIVERSITY OF WISCONSIN-WHITEWATER

800 West Main Street, Whitewater, Wisconsin 53190-1790

Good Morning

My name is James Freer, and I am Assistant Chancellor for Administrative Services at the University of Wisconsin-Whitewater.

I am here speaking to express our support for the construction of a Highway 12 By-pass around the City of Whitewater. We consider this to be a very important project for the City of Whitewater and for the University of Wisconsin-Whitewater.

The University of Wisconsin-Whitewater is a post-secondary institution enrolling over 10,000 degree seeking students and provides non-credit educational offerings more than 10,000 during the course of a year. In addition, the University's camp and clinic programs attract in excess of 25,000 as participants and spectators during the summer months. The University also serves as a regional cultural and resource center.

The nature of the University's programs generate a high volume of vehicular traffic into the community and within the community. Highway 12, currently, runs along the southern border of the campus. Its location provides good access into the community and to the campus. However because there is no convenient by-pass, the present Highway 12 route is required to serve a large volume of traffic that is unrelated to either the University or the community. As a result there exist numerous conflict points between truck, car and pedestrian traffic along the Highway 12 route where it borders the campus. These conflicts intensify any time the University has an event which generates more than routine daily traffic. Even routine University vehicular and pedestrian traffic becomes troublesome during peak periods of traffic at certain times of the day, and on days immediately preceding weekends or holidays.

There is a significant need for a Highway 12 by-pass. The pressure on the current facility far exceeds its capacity and its location, adjacent to the University and through the downtown area, is not consistent with the type of traffic it services.

My name is Ken Loehndorf, Chairman of The Town of Whitewater. I am representing The Town of Whitewater board of supervisors in urging you to approve the Whitewater by-pass.

I am also representing the Town of Coldspring (Lisle Piper Jr., Chairman). They cannot be at this meeting but the town board has also approved the by-pass and they also urge your approval.

These two towns represent the adjacent area to the City of Whitewater and will provide the corridor land acquisition necessary for the by-pass. This fact should help aid compatible acceptance of future by-pass planning.

Kenneth J. Loehndorf
Chairman Town of Whitewater
7/17/90

DALE'S BOOTERY INC.

Dale Maas, Pres.
165 W. Main St.
Whitewater, WI 53190
(414) 473-4093

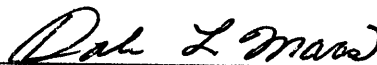
TESTIMONY TO THE TRANSPORTATION PROJECTS COMMISSION IN SUPPORT OF A HIGHWAY 12 BYPASS IN WHITEWATER

My name is Dale Maas. I own and run Dale's Bootery on Main Street in Whitewater. I have been a member of the Whitewater Retail Committee for 21 years. My entire tenure has been at locations in the Central Business District fronting Highway 12, our Main Street.

Increasing complaints by local customers concerned about their safety and that of their children in crossing this extremely busy highway seems to echo an urgent need to eliminate truck and other through traffic.

Main Street in the Central Business District is approximately 60 feet wide. Whitewater's handicap, elderly, and faint hearted find it a daring challenge trying to cross the street during most of the business day. Even the art of parallel parking cannot be executed safely with speeding trucks and autos trying to get to their destinations.

Speaking for myself and many Main Street business operations, we support the proposed Highway 12 four lane bypass.



Dale Maas, Chairman
Whitewater Retail Committee



CITY OF WHITEWATER
Education-Industry-Agriculture

312 W. Whitewater Street
Whitewater, Wisconsin 53190

MY NAME IS CAROL CARTWRIGHT AND I AM CHAIR OF THE WHITEWATER LANDMARKS COMMISSION. I AM HERE TODAY TO SPEAK IN FAVOR OF THE RAPID IMPLEMENTATION OF A BYPASS OF US HIGHWAY 12 AROUND WHITEWATER, WISCONSIN. CURRENTLY, US HIGHWAY 12 RUNS DIRECTLY THROUGH THE CENTER OF WHITEWATER AND RIGHT THROUGH THE MAIN STREET HISTORIC DISTRICT, AN HISTORIC DISTRICT THAT WAS LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES LAST YEAR. THE MAIN STREET HISTORIC DISTRICT CONTAINS BUILDINGS OF OUTSTANDING ARCHITECTURAL OR HISTORICAL SIGNIFICANCE IN WHITEWATER'S MOST HISTORIC NEIGHBORHOOD. THE DISTRICT ALSO CONTAINS MANY OF WHITEWATER'S LOCALLY DESIGNATED LANDMARKS.

THE DEPARTMENT OF TRANSPORTATION HAS INDICATED THAT BECAUSE OF THE LARGE AMOUNT OF TRAFFIC TRAVELLING BETWEEN THE WESTERN LIMITS OF THE CITY AND WHITEWATER'S DOWNTOWN COMMERCIAL CENTER, AS MUCH AS A SIX-LANE HIGHWAY ALONG THE CURRENT ROUTE WILL BE NEEDED TO HANDLE THE TRAFFIC LOAD IN THE NEXT CENTURY. MUCH OF THE TRAFFIC ALONG HIGHWAY 12 CONSISTS OF SEMI-TRAILER TRUCKS THAT EITHER CONTINUE THROUGH THE CITY ALONG HIGHWAY 12 OR TURN ONTO SOUTH FRANKLIN AND JANESVILLE STREETS TO GET TO HIGHWAYS 59 OR 89. THIS SEMI-TRAILER TRUCK TRAFFIC NOT ONLY RESULTS IN LONG LINES AT THE

STOPLIGHTS ALONG HIGHWAY 12, BUT IS ALSO A SOURCE OF CONSIDERABLE NOISE AND AIR POLLUTION TO THOSE BUILDINGS THAT LINE MAIN STREET.

ALONG WITH THIS TRUCK TRAFFIC IS A CONSIDERABLE AMOUNT OF TRAFFIC THAT IS JUST PASSING THROUGH THE CITY VIA HIGHWAY 12. THESE AUTOMOBILES AND TRUCKS DO NOT INTEND TO STOP AND USE COMMERCIAL OR RETAIL FACILITIES IN THE CITY AND THIS TYPE OF TRAFFIC INCREASES WITH THE SUMMER TOURIST SEASON AND IS GREATEST ON THE WEEKENDS.

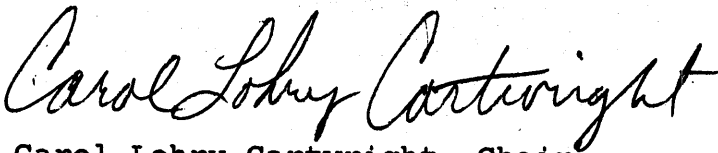
A BYPASS OF HIGHWAY 12 WOULD ROUTE MUCH OF THE SEMI-TRAILER TRUCK TRAFFIC AND THE AUTOMOBILE AND SMALL TRUCK TRAFFIC THAT IS JUST PASSING THROUGH THE CITY, AROUND THE COMMUNITY AND AWAY FROM THE MAIN STREET HISTORIC DISTRICT. THUS, THE CURRENT CONGESTION, NOISE, AND AIR POLLUTION ALONG MAIN STREET WOULD LESSEN SIGNIFICANTLY, RESULTING IN A BETTER ENVIRONMENT FOR THOSE WHO OWN AND OCCUPY THE HISTORIC BUILDINGS OF THE DISTRICT.

A BYPASS OF HIGHWAY 12 WOULD ALSO IMPROVE THE GENERAL TRAFFIC FLOW ALONG MAIN STREET, INCLUDING THE FLOW OF TRAFFIC ENTERING AND EXITING BUILDINGS ALONG THE STREET. MORE IMPORTANTLY, THE CURRENT LEVEL OF TRAFFIC AND A POSSIBLE MAJOR EXPANSION OF THE EXISTING ROUTE DOES NOT ENHANCE THE VALUE OF THE PROPERTIES ALONG MAIN STREET AND WITHIN THE HISTORIC DISTRICT.

SINCE MOST OF THE BUILDINGS IN THE HISTORIC DISTRICT ARE LARGE, OLDER HOMES THAT ARE TOO LARGE FOR SINGLE FAMILY USE, THEY MUST BE ADAPTIVELY RE-USED FOR NEW PURPOSES, SUCH AS MULTI-FAMILY AND COMMERCIAL USES. LARGE AMOUNTS OF TRAFFIC CREATES CONGESTION THAT MAKES SUCH RE-USE LESS ATTRACTIVE BECAUSE OF THE PERCEIVED PROBLEMS THAT SUCH CONGESTION BRINGS WITH IT. LESS TRAFFIC ALONG

THE EXISTING HIGHWAY 12 ROUTE WOULD MAKE THE ADAPTIVE RE-USE OF
OLDER, HISTORIC BUILDINGS ALONG MAIN STREET MORE DESIRABLE AND
WOULD HELP IN NEIGHBORHOOD STABILIZATION AND RENOVATION?

THEREFORE, I JOIN WITH THE COMMUNITY LEADERS IN WHITEWATER IN
SUPPORTING THE CONSTRUCTION OF A HIGHWAY 12 BYPASS AROUND THE CITY
AS SOON AS POSSIBLE.

A handwritten signature in cursive script, reading "Carol Lohry Cartwright". The signature is written in dark ink and is positioned above the printed name and title.

Carol Lohry Cartwright, Chair
Whitewater Landmarks Commission

CLC/abr



**WHITEWATER COMMUNITY
DEVELOPMENT AUTHORITY**

131 W. Center Street
Whitewater, Wisconsin 53190

Telephone 473-7035 (Area Code 414)

July 18, 1990

Transportation Projects Commission
Wisconsin Department of Transportation
Post Office Box 7916
Madison, WI 53707

Dear Transportation Projects Commission:

I would like to express my desire to see a Highway 12 Bypass around the City of Whitewater. The traffic flow is "bottle necked" through town which makes travel through Whitewater very inconvenient. This problem will only get worse with time.

The Village of Palmyra is a small rural town that is trying to establish it's own Industrial Park. Our main artery is Highway 59 which passes through Whitewater. Any improvement in traffic flow through Whitewater will be a big help to our village to attract industry.

Thank you.

Sincerely,

Rick Martin

HIGHWAY 12 BYPASS PRESENTATION

Good morning. My name is James Caldwell and I am President of First Citizens State Bank of Whitewater and Chairman of the City of Whitewater's Community Development Authority, the City's Economic Development arm. You have Resolutions in your packet favoring the enumeration of the Highway 12 Bypass around Whitewater from both of these companies.

First, I would like to address a couple of specific issues, as representing our Bank, located on Highway 12. It is located on the narrowest section of the highway in the Business District of our City. The intensity of traffic on this highway causes a good deal of congestion and a safety factor as a result of vehicles accessing businesses such as our drive-up lanes, which require pulling in across lanes of heavy traffic on Highway 12. We believe that a bypass would alleviate much of this congestion and make it safer and improve local business.

Secondly, in regards to Economic Development:

Our Community has targeted Economic Development as a very high priority. Over the last five years our Community has committed nearly \$2,000,000 in infra-structure to create a new business park that is fully improved for ready location and access by new businesses. Additionally, just this year our City has purchased 94 acres and has optioned another 60 acres so that we have over 150 acres readily available for expansion and new business relocations.

The point of this message is to demonstrate to you that our City is serious about Economic Development and we are in a position to pursue any increased development opportunities in our City and the State resulting from upgrading of our road system.

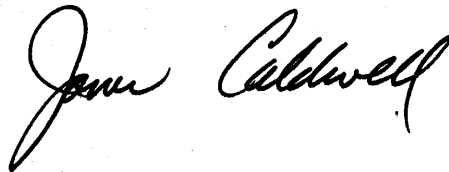
Our Community is situated in the middle of a \$10 million population triangle of Madison, Milwaukee, and Chicago. Our area is prime for growth; however, one of the major obstacles we encounter with businesses is the limitation of our local transportation network.

Consequently, we believe that a Highway 12 Bypass would not only greatly improve traffic movement for our Community, but would also give our City and the State a real boost in Economic Development through improved industry attraction tools.

In summary, our Community is pulling together to make Economic Development happen and our Community is solidly behind this bypass in order to help us in these efforts.

Thank you for your attention.

JKC/bal - 7/12/90

A handwritten signature in cursive script, reading "Jane Caldwell". The signature is written in dark ink and is positioned to the right of the typed name "Jane Caldwell".



CITY OF WHITEWATER

312 W. Whitewater Street
Whitewater, Wisconsin 53190

July 19, 1990

Transportation Projects Commission
Wisconsin Department of Transportation
P.O. Box 7916
Madison, WI 53707

RE: Highway 12 By-Pass

Gentlemen:

Whitewater is a unique, growing community nestled in the beautiful Kettle Moraine area of Southeastern Wisconsin. We are the home for one of the State's major universities, the University of Wisconsin - Whitewater, which is one of the leading business schools in the nation. The excellent university athletic facilities continue to attract increasing numbers of young people for various athletic and academic training camps. A number of music competitions are also held on campus each year. A proposed new multi-purpose modern auditorium soon will be constructed which will compliment the existing auditorium, and will enable the University to expand its cultural offerings to the public.

Whitewater's growing industrial base includes several companies engaged in manufacturing food processing equipment which is shipped to processing companies around the world. A large distribution facility for the World's leading fast food company is also located in our Industrial Park. In addition, several of our larger firms require large trucking fleets.

Our historic landmark community continues to attract people from many different areas. Continued growth and promotion of this amenity, along with future development of our two lake areas will serve as an additional cornerstone for our community.

New housing development in Whitewater has been on the increase during the past two years. With the current construction of a collector road between the existing Highway 12 and County Line S, further housing expansion is now eminent.

A major concern of growing communities is to identify social and environmental concerns associated with their growth. The safety and health of our people is of utmost importance. Our strategic planning includes protection for our natural, manmade, and sensory resources.

Transportation Projects Commission

Page 2


July 19, 1990

Projected traffic volume on the existing Highway 12 is expected to double by the year 2000, and unnecessary vehicle traffic through the city needs to be reduced dramatically. Improved traffic flow and customer service within the downtown business district must be enhanced to improve growth expectations.

With our strategic location in Southeastern Wisconsin near three major airports; Chicago (O'Hare), Milwaukee, and Madison, it is extremely important that we be able to accommodate and serve people from around the World in a most efficient manner.

The proposed Highway 12 by-pass will enhance not only the growth of Whitewater and the surrounding communities, but will minimize the community's social and environmental concerns. On behalf of the City of Whitewater, its surrounding communities, and the University, I strongly encourage the Transportation Projects Commission to support the enumeration of the Highway 12 by-pass project.

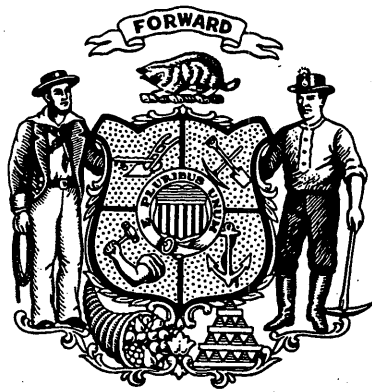
Sincerely,



Jim H. Schumacher
City of Whitewater
Council President

JHS/pj

END



END

M 103 N Galvin Ave
Marshfield, Wis., 54449
4 August 1990

Rep David Brandemuehl
Room 325 North
State Capitol
Madison, Wis., 53702

Dear Representative Brandemuehl

We are residents of the Town of McMillan, Marathon County, and live at M 103 N Galvin Ave, Marshfield, Wis., 54449

UG 10 1990

We would like to express our views as to why we are opposed to the construction of a highway bypass through our town. One of the things that a bypass does to a community is to split it up. In this case a highway bypass where the City of Marshfield desires it to go would divide our township up. There would be approximately $3\frac{1}{2}$ sections of the town on the inside of the right of way or about 10% of the land area. This 10% of the land area encompasses nearly 25% of our equalized value. With present annexation laws as they are written we stand a good chance that most of the area within the city side of the highway will be annexed at some time in the future. This will place a heavy tax burden on the remainder of the township in order to support town facilities.

Another reason we oppose the north and east bypass route is that a westerly route would be much shorter and cheaper to construct, maintain and make it much less costly for people using a shorter route. We feel that there is a need for a traffic study to be completed that would take into consideration the total traffic needs of the Greater Marshfield Area. The present industrial park that the City of Marshfield has lies one mile from Highway 10. This highway is one that they are considering as a four lane highway in the future as laid out in the 20-20 highway plan. Their arguments that this route is needed in order to support their industrial park is without foundation.

Once again we wish to emphasize that we are opposed to a north and east bypass route around the City of Marshfield. We wish to thank you for any consideration given to this problem.

Sincerely *Thomas A. Sinn*

Debra R. Sinn
Debra and Tom Sinn

August 10, 1990

AUG 16 1990

To: Transportation Projects Commission

From: Donald Carpenter

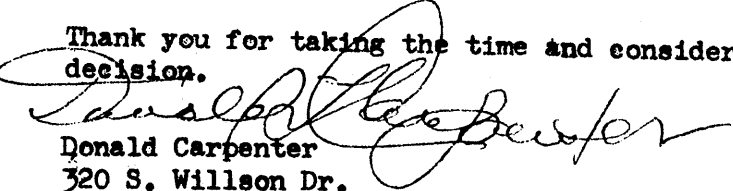
Subject: Statement on the "Inner Corridor, for Hwy 53"

As a retired person residing in Altoona with my wife for the past 13 years, I wish to express my opinion on the Hwy 53 inner corridor, bypass.

Many retired couples or single people reside in Altoona because of its tranquility, fine churches, shopping facilities, and medical facilities within a five mile radius. For example, in my two block area of 23 homes-8 are occupied by retired tax paying persons, and our population continues to grow older. Just one block over is the Grace Edgewood retirement home that consists of 48 residences, and Golden Acres I and II with 60 residence. Directly behind these two retirement areas is the OakWood Villa Nursing Home with a capacity of 88 patients.

For the life of me, it is hard to conceive why retired people on fixed incomes should be subjected to property depreciation, higher taxes and denied peace and tranquility in their remaining years. Would you subject your parents or loved ones to this major project?

Thank you for taking the time and considering what I have stated in making your decision.


Donald Carpenter
320 S. Willson Dr.
Altoona, WI 54720

AUG 13 1990

To: Hon. Rep. David Brandmuhl Aug 19, 1990

Subject: Oconomowoc ST. Hy.67 bypass;

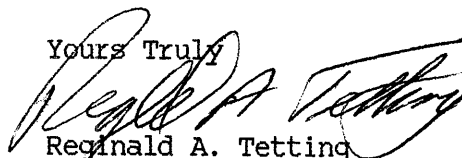
As a taxpayer in both the city and Town of Oconomowoc I am against the bypass in its present form for the following reasons;

1) Safety: unless Lisbon road is upgraded to 4 lanes it will be a dangerous road with the increased traffic. Twice a day 4 to 5 school buses use Lisbon road to transport children to Greenland and Meadowview schools. According to the plan as of now the bypass will go from a 4 lane to 2 lane after Hwy. Z. This could result in the same type of situation you had on Hwy 16 East of Oconomowoc when it went from a 4 lane to a 2 lane Hwy.

2) Environmental; Destroying the existing farmland and the natural beauty of the area with concrete and asphalt doesn't make much sense at this time. The Nature center and Rosenow creek are unique assets to the Oconomowoc area and would only be ruined by the addition of the bypass.

I believe some remedies for the present situation in Oconomowoc would be to eliminate parking on Wisconsin ave. (Hwy.16) during the rush hour in the morning and afternoon. Wisconsin ave. is 4 lane now why not use it. There is plenty of parking spaces to be found in the downtown area that at these few hours a day businesses would not be hurt.

Yours Truly


Reginald A. Tetting
5604 Indianhead Trail
Oconomowoc, Wisc.
53066

August 14, 1990

TO: TRANSPORTATION PROJECTS COMMISSION

SUBJECT: HWY 53 INNER BYPASS

AUG 17 1990

To Whom It May Concern:

I am a self-employed business person and would like to state my opinion on the on the Altoona Corridor.

I feel the removal of several businesses located in the City of Altoona, if the Inner Corridor should be picked, would hurt the City. Altoona is already short of businesses. As my councilman, Mr. Hagen stated in a public statement on this subject, Quote, "During the past thirty years, I have served on City, County, Regional and State committees. That experience was used to reach my decision, - that I cannot support the Inner Bypass through Altoona and encourage the City Council to recommend the Outer Bypass as the future route for U.S. Hwy 53." Unquote.

An outer bypass will allow the City of Altoona to grow toward it, and I feel my councilmans' experience and statement on the Inner Bypass echos the majority of Citizens of Altoona.

Sincerely,

Shaun A. Beckfield
2520 Rotoford Avenue
Altoona, WI 54720



DAVID BRANDEMUEHL

State Representative
49th Assembly District

August 15, 1990

TPC

Mr. and Mrs. Reginald Tetting
5604 Indianhead Trail
Oconomowoc, WI 53066

Dear Mr. and Mrs. Tetting:

As a member of the Department of Transportation Major Projects Commission, I would like to thank you for contacting me regarding the proposed highway project in your area. I appreciate the time you took to share your views on this matter.

The Commission will be meeting in August to hear the recommendations of the Transportation Departments regarding the priority ranking of each of the projects. After that meeting, the Commission will look at all of the information which was presented and will determine a final ranking which we will forward to the Legislature and the Governor.

I will be looking at each request very carefully before deciding which to recommend. You can be sure your input will be taken into consideration when making my decision.

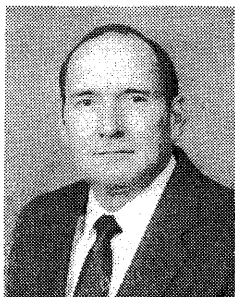
Thank you again for your sharing your concerns. If I can be of any assistance in the future, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in cursive script, appearing to read "David A. Brandemuehl".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:jt



DAVID BRANDEMUEHL

State Representative
49th Assembly District

August 15, 1990

JPC

Mr. and Mrs. Tom Sinn
M 103 N. Galvin Avenue
Marshfield, WI 54449

Dear Mr. and Mrs. Sinn:

As a member of the Department of Transportation Major Projects Commission, I would like to thank you for contacting me regarding the proposed highway project in your area. I appreciate the time you took to share your views on this matter.

The Commission will be meeting in August to hear the recommendations of the Transportation Departments regarding the priority ranking of each of the projects. After that meeting, the Commission will look at all of the information which was presented and will determine a final ranking which we will forward to the Legislature and the Governor.

I will be looking at each request very carefully before deciding which to recommend. You can be sure your input will be taken into consideration when making my decision.

Thank you again for your sharing your concerns. If I can be of any assistance in the future, please do not hesitate to contact my office.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:jt

CHAIRMAN
Committee on Transportation

COMMITTEE MEMBER
*Highways
Excise & Fees
Tourism, Recreation
& Government Operations
Transportation Projects Commission*

State Representative
Donald Hasenohrl



HOME ADDRESS
9516 Bluff Drive
Pittsville, WI 54466
(715) 676-3666

CAPITOL ADDRESS
State Capitol
P.O. Box 8952
Madison, WI 53708
(608) 266-8366

AUG 17 1990

Serving the 70th Assembly District

August 16, 1990

Representative David Brandemuehl
Room 413-H
Madison, WI 53702

Dear Rep. Brandemuehl:

For your information I've enclosed a copy of an editorial by the Marshfield News Herald supporting a Marshfield bypass that followed our Transportation Projects Commission meeting in Wausua. I think it describes the needs of the city quite well. Since our Wausua hearing I can report that city of Marshfield officials and the chair of the Town of McMillan have been attempting to work out some of their differences and address the town's concerns over land use and zoning. McMillan Town Chair Russ Weichelt has acknowledged to Marilyn Hardacre of the Marshfield Chamber of Commerce and Industry that the town's opposition to the bypass was overstated to commission members in that the town's objections center on the issue of location and not on the bypass itself.

The Marshfield bypass has been on the agenda of the Transportation Projects Commission since its inception. As some of you may know, the history of the bypass issue goes back as far as 1970. I think it's about time for the project to get enumerated. I'm confident that the remaining differences over location can be resolved after the Department of Transportation is directed to move forward.

The importance of the bypass to the economic future of the city of Marshfield and Central Wisconsin cannot be overstated. Your support will be will be sincerely appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Don Hasenohrl".

DONALD HASENOHRL
State Representative
70th Assembly District

DH:lh

Enc.

Marshfield News-Herald

David H. Corcoran,
Publisher

William R. Heath,
Editor

Thomas D. Mayer,
Business Manager

Karen S. Olson,
Advertising Director

Bernice M. Bradley,
Circulation Manager

Richard J. Thomer,
Production Manager

Founded 1927

Opinion

City bypass truly needed

LET'S HOPE that the state's Transportation Projects Commission clearly heard the need for a Marshfield bypass.

We feel that the evidence was strong and clear in support of an improved road system in this area that will link Marshfield to the major traffic carriers in central Wisconsin — most notably highways 13, 10, 29 and 97. There is a need for direct service to the 2020 Highway Corridors Plan and the city bypass seems to be an important piece of that puzzle.

Strong transportation systems are a key to growth and development. We rely on convenient access to the goods and services provided here — ranging from medical care and mobile homes to cheese and wood products. The fact that we have major trucking firms based here also adds to that importance.

MARSHFIELD AND its business and industrial people, we feel, were persuasive in arguing the bypass case at last week's hearings in Wausau. As expected, there was some opposition — primarily from neighboring township residents, who submitted petitions with 1,000 names.

Whether the names or the needs carry the most weight remains to be seen. Marshfield's hopes, however, are brighter today than they have been in some time because three area legislators sit on the selection panel and Gov. Tommy Thompson, who chairs this body, has spoken in favor of the bypass.

Town residents based their case on claims that Marshfield is trying to solve its in-town traffic needs. While the argument sounds good, it is faulty. Everyone knows that Central Avenue, through the heart of town, is a state highway — Highway 13 — that carries a lot of north-south traffic all year long.

WE CONTENT this is a state traffic problem that must be addressed. The state even requires some industries, mobile homes, for example, to travel on specified routes through the city. This heavily traveled,

extra-wide Central Avenue is the setting for many accidents and injuries. It is a situation that cries out for correction.

Even during major promotion days, such as last week's Mad Market Day, the state won't permit Central Avenue to be closed down. Look at the resulting problems.

Town of McMillan residents, who have been fighting an east and north bypass routing, understandably are concerned about the loss of some farmland and the infringement on some newly developed, high-priced housing areas. Yet the town, which wants sewer and water and other services, has a lot to gain in terms of future development if this bypass clears the hurdle they have put in its path.

AND THEY shouldn't lose sight of the fact that Marshfield officials, although they favor a north-east routing, will accept any bypass location that the state decides is the most feasible.

It was the location issue that stopped the bypass dead in its tracks about 20 years ago. The state had allocated the money, but the people in charge at the time couldn't decide which side of town the bypass should be built on.

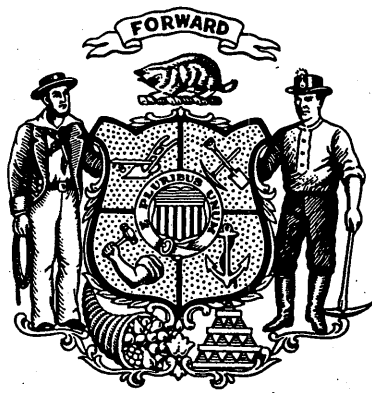
In turn, we lost the money, the bypass and two decades of growth and development. We can't afford to make that same mistake again.

We need the state's help to fund and build this bypass and the sooner the better. This area's economic future depends on it.

AS ONE WITNESS said: "Marshfield is one of just two cities in the state with a population of approximately 20,000 or more that does not have access to a four-lane highway."

It's about time that we address that oversight. The need is evident — not only for the city of Marshfield but our neighboring town residents who aren't willing to look down the road into the next century. We hope the Commission heard that overriding message.

END



END

Aug: 16, 1990

Representative DAVID Brandemuehl
Room 324, North, State Capitol
MADISON, WI. 53702

AUG 21 1990

DEAR DAVID,

I'm writing to express my concern about the proposed Highway 53 bypass between Eau Claire and Altoona. I do not think that building a bypass 2 blocks away from the existing route is very practical. The inner-bypass would destroy acres of wildlife habitat and also would cause air and noise pollution to the local residents.

If anything, why not improve the existing Highway 53! Cut out the crossings that have no traffic lights and raise the speed limit to 45 mph. This would save tax dollars, wildlife habitat and preserve the quality of life for the citizens of my district.

Thank you for your time,



Patrick L. LaVelle
County Board Supervisor
District 19 Eau Claire County

Patrick L. La Velle
1925 Laurel Av
Eau Claire WI 54701



TRANSPORTATION PROJECTS COMMISSION



A G E N D A

August 22, 1990
10:00 A.M.
Governor's Conference Room

AUG 13 1990

1. Call to Order - Governor Thompson
2. Roll Call - Barb Jurewicz
3. Opening Remarks - Governor Thompson
4. Remarks - Secretary Fiedler
5. Present WisDOT Ranking Results - Terry Mulcahy
6. Present Recommendations - Secretary Fiedler
7. Other Business - Governor Thompson



DAVID BRANDEMUEHL

State Representative
49th Assembly District

August 22, 1990

Rep. Donald Hasenohrl
State Capitol
P.O. Box 8952
Madison, WI 53708

Dear Rep. Hasenohrl:

As a member of the Department of Transportation Major Projects Commission, I would like to thank you for contacting me regarding the proposed highway project in your area. I appreciate the time you took to share your views on this matter.

The Commission met on August 22 to hear the recommendations of the Transportation Departments regarding the priority ranking of each of the projects. The Commission now will look at all of the information which was presented and will determine a final ranking which we will forward to the Legislature and the Governor.

I will be looking at each request very carefully before deciding which to recommend. You can be sure your input will be taken into consideration when making my decision.

Thank you again for your sharing your concerns. If I can be of any assistance in the future, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in dark ink, appearing to read "David", with a stylized flourish at the end.

David A. Brandemuehl
State Representative
49th Assembly District

DAB:jt



DAVID BRANDEMUEHL

State Representative
49th Assembly District

TPC

August 22, 1990

Mr. Patrick L. La Velle
1925 Laurel Avenue
Eau Claire, WI 54701

Dear Mr. La Velle:

As a member of the Department of Transportation Major Projects Commission, I would like to thank you for contacting me regarding the proposed highway project in your area. I appreciate the time you took to share your views on this matter.

The Commission met on August 22 to hear the recommendations of the Transportation Departments regarding the priority ranking of each of the projects. The Commission now will look at all of the information which was presented and will determine a final ranking which we will forward to the Legislature and the Governor.

I will be looking at each request very carefully before deciding which to recommend. You can be sure your input will be taken into consideration when making my decision.

Thank you again for your sharing your concerns. If I can be of any assistance in the future, please do not hesitate to contact my office.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:jt



DAVID BRANDEMUEHL

State Representative
49th Assembly District

August 22, 1990

TPC

Mr. Donald Carpenter
320 S. Wilson Drive
Altoona, WI 54720

Dear Mr. Carpenter:

As a member of the Department of Transportation Major Projects Commission, I would like to thank you for contacting me regarding the proposed highway project in your area. I appreciate the time you took to share your views on this matter.

The Commission met on August 22 to hear the recommendations of the Transportation Departments regarding the priority ranking of each of the projects. The Commission now will look at all of the information which was presented and will determine a final ranking which we will forward to the Legislature and the Governor.

I will be looking at each request very carefully before deciding which to recommend. You can be sure your input will be taken into consideration when making my decision.

Thank you again for your sharing your concerns. If I can be of any assistance in the future, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in cursive script that reads "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:jt



DAVID BRANDEMUEHL

State Representative
49th Assembly District

August 22, 1990

TPC

Ms. Sharon L. Beckfield
2520 Botsford Avenue
Altoona, WI 54720

Dear Ms. Beckfield:

As a member of the Department of Transportation Major Projects Commission, I would like to thank you for contacting me regarding the proposed highway project in your area. I appreciate the time you took to share your views on this matter.

The Commission met on August 22 to hear the recommendations of the Transportation Departments regarding the priority ranking of each of the projects. The Commission now will look at all of the information which was presented and will determine a final ranking which we will forward to the Legislature and the Governor.

I will be looking at each request very carefully before deciding which to recommend. You can be sure your input will be taken into consideration when making my decision.

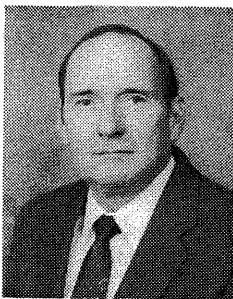
Thank you again for your sharing your concerns. If I can be of any assistance in the future, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in dark ink, appearing to read "David", with a stylized flourish at the end.

David A. Brandemuehl
State Representative
49th Assembly District

DAB:jt



DAVID BRANDEMUEHL

State Representative
49th Assembly District

September 5, 1990

Mr. Harvey J. Malzahn
Highway Commissioner
Door County Highway Commission
Sturgeon Bay, WI 54235

Dear Mr. Malzahn:

As a member of the Department of Transportation Major Projects Commission, I would like to thank you for contacting me regarding the proposed highway project in your area. I appreciate the time you took to share your views on this matter.

The Commission met on August 22 to hear the recommendations of the Transportation Departments regarding the priority ranking of each of the projects. The Commission now will look at all of the information which was presented and will determine a final ranking which we will forward to the Legislature and the Governor.

I will be looking at each request very carefully before deciding which to recommend. You can be sure your input will be taken into consideration when making my decision.

Thank you again for your sharing your concerns. If I can be of any assistance in the future, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in cursive script that reads "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:jt



Wisconsin Department of Transportation

Tommy G. Thompson
Governor

Ronald R. Fiedler, PE
Secretary

OFFICE OF THE SECRETARY
P. O. Box 7910
Madison, WI 53707-7910

September 7, 1990

*major projects
file*

SEP 11 1990

Fred Schmalfeldt
Robert Pitts
Donald Biehn
Charles Huck
Stanley Kerkman
Kenosha County Highway Committee
5512 60th Street
Kenosha, Wisconsin 53142

Dear Kenosha County Highway Committee Members:

Thank you for your letter concerning the Kenosha County Board of Supervisor's Highway Committee request that the STH 50 Slades Corners-Lake Geneva major highway project be given priority over the STH 31 STH 142-STH 11 project since both projects cannot be funded.

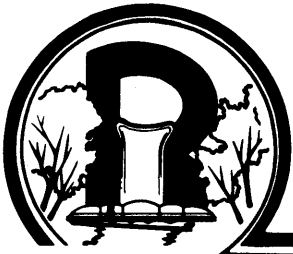
As you are aware, the Department of Transportation's recommendations are only advisory to the Transportation Projects Commission. It is the Commission which will make the final decisions as to which candidates to recommend for enumeration to the Governor and the Legislature. This letter will become part of the Commission's official record for both projects and will be sent to each Commission member informing them of your position.

Thank you for sharing your concerns about these projects.

Sincerely,

Ronald R. Fiedler, P.E.
Secretary

RRF:brj
CC:Transportation Projects Commission Members
J. Collins, County Executive
G. Scharfenorth, Highway Commissioner
R. Packee
Senator Andrea



SEP 10 1990

POLICE DEPARTMENT

111 North 2nd Street • River Falls, Wisconsin 54022 • (715) 425-6711

City of River Falls

*major project
file*

Representative David Brandemuehl
Room 324 North, State Capitol
Madison, Wisconsin 53702

September 14, 1990

Dear Representative Brandemuehl,

Please allow me a few moments, speaking as the Chief of Police for River Falls, to ask that you support the Governor's and Secretary's recommendation to your commission reference the SHY-35 upgrading project. We have a tremendous volume of traffic using this highway and the improvement of this route into our city is crucial, both for safety and future development.

I am hopeful that in your future deliberations you will feel compelled to support this project and the project can subsequently be initiated as soon as possible.

Respectfully,

Jack R. Arndt
Chief of Police

cc: Peter Dahm, City Development Director



TRANSPORTATION PROJECTS COMMISSION



Date: September 17, 1990

To: Representative Brandemuehl

From: Barb Jurewicz, Secretary *Barb*

Subject: Expenses for TPC Public Hearings

SEP 18 1990

major projects file

The Department of Transportation was direct billed for the group meals and lodging arrangements for the TPC public hearings held July 17, 18 and 19.

Following is a detailed list of costs.

	<u>Monday</u> <u>July 16</u>	<u>Tuesday</u> <u>July 17</u>	<u>Wednesday</u> <u>July 18</u>	<u>Thursday</u> <u>July 19</u>	<u>Totals</u>
Wausau Lodging		\$43.00			43.00
Breakfasts		5.69	5.69		11.38
Lunches		6.30	6.30		12.60
Waukesha Lodging			29.00 (shared with Van Gorden)		29.00
Breakfast				5.90	5.90
Lunch				6.30	6.30
Total Expenses					\$108.18

If you wish to reimburse the DOT for your lodging and meals expenses, please send a check payable to the DOT to me at Room 951 Hill Farms.

Thank You.

major projects file
SEP 10 1990

PROPOSAL FOR RESOLUTION OF 53 BYPASS CONTROVERSY

Now that the major public and private interests related to the Highway 53 Bypass project have surfaced and been explored, the time for compromise and realization of a solution acceptable to the diverse elements has arrived.

To accommodate the interests of:

1. Downtown Eau Claire merchants, business, and industry an upgrade of the current route, with convenient exits to downtown is required;
2. Hastings Way area businesses and residents an upgrade of the current route (disregard the split route) is required which assures continued traffic flow to sustain currently operating businesses while providing an increasing, efficient traffic flow;
3. Northeast Eau Claire (La Salle Street East) residents freedom from the Inner Bypass Route and its disruption of residential tranquility is the minimum requirement;
4. Hallie and Seymour Townships the DOT impact studies indicate that minimal impact on residents and no commercial disruptions can be attained with construction on the Outer Bypass route;
5. City of Altoona residents and commercial development
 - a. an upgrade of the current route with an improved interchange at Clairemont Avenue provides desirable access for businesses on its west side,
 - b. construction of the Outer Bypass provides access to the commercially zoned areas along Highway 12, as well as to the proposed Eau Claire County Fairgrounds,

c. the environmental concerns for the pristine south bank of the Eau Claire River from the Altoona Dam to the railroad bridge, as well as for the Otter Creek nature conservancy area can be satisfied by refraining from constructing the Inner Bypass;

6. Washington Township residents and developers the Outer Bypass with convenient express connections to AA and to I94 provides opportunity for commercial development east of 53 and north of I94 with limited disruption of residents;
7. Fall Creek Village Board the Outer Bypass with an interchange on Highway 12 provides for almost all of the needs expressed in its resolution to the DOT;
8. Oakwood Mall and Wal-Mart area developments a controlled access extension of Golf Road to the Outer Bypass will provide an express route for regional shoppers from north and east of Chippewa Falls;
9. Equity Livestock truckers from Chippewa, Barron and other northern and eastern counties an Outer Bypass express route free of arterial stop signs will speed delivery with increased safety.

Although interests and concerns of other areas or groups could modify this preliminary proposal, it warrants serious consideration for its construction accommodates both immediate and long-range demands on Highway 53 by fostering: (1) existing businesses; (2) future commercial and residential development; (3) safety; and (4) desirable linkage of the 2020 Corridors. The two distinct and separate construction sites also allow for the minimum disruption of traffic and commerce during construction periods.

END



END



City of River Falls
River Falls, Wisconsin 54022 • 715-425-6715

City of River Falls

*File
Standard Letter
Does it fit?*

September 19, 1990

Representative David Brandemuehl
Room 324 North, State Capitol
Madison, WI 53702

Dear Representative Brandemuehl:

On August 22, 1990 I was present to hear the Secretary of the Department of Transportation make his recommendation that STH 35 be upgraded in 1996-97 to a four lane facility. I listened to the full presentation and the following discussion.

We in River Falls strongly desire to realize the improvement the Secretary has recommended. We feel the existing condition and future growth justify the implementation of the 2020 plan for STH 35 as recommended.

I understand the limited nature of the funds available, and it is with that understanding that I respectfully urge you to support that recommendation when the Transportation Projects Commission again meets in November to vote on his recommendation.

Sincerely,

Peter H. Dahm
Community Development Director

cc: Bill Berndt
Sheila Harsdorf
Mayor Duane Pederson

RIVER FALLS VETERINARY HOSPITAL, LTD.

1055 EAST CASCADE AVENUE
RIVER FALLS, WISCONSIN 54022

SEP 25 1990

JOHN R. BERGGREN, JR. V.M.D.
TELEPHONE 425-2348

September 20, 1990

*bele
Standard letter
over it yet?*

Representative David Brandemuehl
Room 324 North, State Capitol
Madison, WI 53702

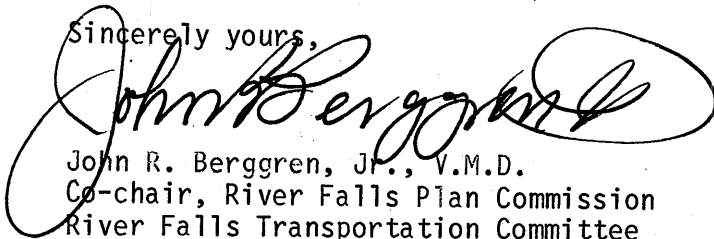
Dear Representative Brandemuehl:

As a member of the River Falls Plan Commission and the River Falls Transportation Committee I would like to solicit your support for the upgrade of State Trunk Highway 35 from River Falls to I-94.

I am pleased with Governor Thompson's and Secretary Fiedler's endorsement of the project.

As a veterinary practitioner using this highway for the past forty years I am happy to know it will be improved to accommodate the ever increasing traffic.

Sincerely yours,


John R. Berggren, Jr., V.M.D.
Co-chair, River Falls Plan Commission
River Falls Transportation Committee

JRB:ch